

Shipping.

FOR SYDNEY.
The Dutch Barque
"CONSTANCE,"
Capt. Smeets, will have quick
despatch for the above Port.
For Freight, apply to
RUSSELL & Co.
Hongkong, June 8, 1869.

FOR SAN FRANCISCO.
To the "Mary."
The 1st American Clipper-ship
"ELCANO,"
1312 Tons Register, Captain
Snow, will have early de-
spatch for the above port.
For Freight or Passage, apply to
RUSSELL & Co.
Hongkong, June 12, 1869.

FOR SINGAPORE.
The First-class French brig
"EMMA,"
Capt. Elie, will have quick de-
spatch for the above port.
For Freight or Passage, apply to
FREDERIC DEGENAER.
Hongkong, May 25, 1869.

FOR SAN FRANCISCO.
The British ship
"MARY,"
Captain Townsend, will have
quick despatch for the above
port.
For Freight, apply to
RUSSELL & Co.
Hongkong, May 27, 1869.

FOR NEW YORK.
The American barque
"A. F. STEVEN,"
will load here and Whampoa
for New York and have de-
spatch.
For Freight, apply to
AUGUSTINE HEARD & Co.
Hongkong, April 10, 1869.

FOR SAN FRANCISCO.
The American ship
"MALLA,"
will have quick despatch for the
above port.
For Freight or Passage, apply to
AUGUSTINE HEARD & Co.
Hongkong, May 7, 1869.

Notices to Consignees.

CONSIGNEES of 70 Barrels Fish Ex Am.
ship "Albatross," from San Francisco, is
requested to send in his Bill of Lading for
counter-signature and take delivery of his
Goods before the 14th inst., at which date,
if not claimed they will be sold to defray
freight and expenses.
AUGUSTINE HEARD & Co.,
Agents Am. ship "Albatross."
Hongkong, July 7, 1869.

At Whampoa the Company will take
Ships at reduced rates.
The Steam Tug "LITTLE ORPHEAN,"
can be engaged to tow Vessels to sea, or
berth them, at reasonable rates.
For particulars, apply to
ROB. S. WALKER,
Secretary.
Company's Office, Queen's Road, Corner
of Ice House Lane.
Hongkong, April 8, 1869.

NOTICE.
The following cases have been landed
and stored at the risk and expense of
the Consignees, who are requested to take
immediate delivery.
Ex "Cambodge," 2d February, 1869.
GFC 15986. 1 case Chemicals.
C. BERTRAND,
Principal Agent.
Hongkong, July 6, 1869.

NOTICE.
The following cases have been landed
and stored at the risk and expense of
the Consignees, who are requested to take
immediate delivery.
Ex "Cambodge," 2d February, 1869.
GFC 15986. 1 case Chemicals.
C. BERTRAND,
Principal Agent.
Hongkong, July 6, 1869.

NOTICE.
The following cases have been landed
and stored at the risk and expense of
the Consignees, who are requested to take
immediate delivery.
Ex "Cambodge," 2d February, 1869.
GFC 15986. 1 case Chemicals.
C. BERTRAND,
Principal Agent.
Hongkong, July 6, 1869.

NOTICE.
The following cases have been landed
and stored at the risk and expense of
the Consignees, who are requested to take
immediate delivery.
Ex "Cambodge," 2d February, 1869.
GFC 15986. 1 case Chemicals.
C. BERTRAND,
Principal Agent.
Hongkong, July 6, 1869.

NOTICE.
The following cases have been landed
and stored at the risk and expense of
the Consignees, who are requested to take
immediate delivery.
Ex "Cambodge," 2d February, 1869.
GFC 15986. 1 case Chemicals.
C. BERTRAND,
Principal Agent.
Hongkong, July 6, 1869.

NOTICE.
The following cases have been landed
and stored at the risk and expense of
the Consignees, who are requested to take
immediate delivery.
Ex "Cambodge," 2d February, 1869.
GFC 15986. 1 case Chemicals.
C. BERTRAND,
Principal Agent.
Hongkong, July 6, 1869.

NOTICE.
The following cases have been landed
and stored at the risk and expense of
the Consignees, who are requested to take
immediate delivery.
Ex "Cambodge," 2d February, 1869.
GFC 15986. 1 case Chemicals.
C. BERTRAND,
Principal Agent.
Hongkong, July 6, 1869.

NOTICE.
The following cases have been landed
and stored at the risk and expense of
the Consignees, who are requested to take
immediate delivery.
Ex "Cambodge," 2d February, 1869.
GFC 15986. 1 case Chemicals.
C. BERTRAND,
Principal Agent.
Hongkong, July 6, 1869.

NOTICE.
The following cases have been landed
and stored at the risk and expense of
the Consignees, who are requested to take
immediate delivery.
Ex "Cambodge," 2d February, 1869.
GFC 15986. 1 case Chemicals.
C. BERTRAND,
Principal Agent.
Hongkong, July 6, 1869.

NOTICE.
The following cases have been landed
and stored at the risk and expense of
the Consignees, who are requested to take
immediate delivery.
Ex "Cambodge," 2d February, 1869.
GFC 15986. 1 case Chemicals.
C. BERTRAND,
Principal Agent.
Hongkong, July 6, 1869.

New Advertisements.

NOTICE.
I HAVE established myself at Kobe, and
Oaken, as COMMISSION MERCHANT and
GENERAL AGENT.
HENRY LUCAS.
Hongkong, April 10, 1869.

NOTICE.
WE have authorized Mr. CLAUD BUDDE
to sign our firm from this date.
DREYER & Co.
Hongkong, January 1, 1868.

NOTICE.
WE have this day admitted Mr. BENJA-
MIN E. GALE, as a partner in our
firm.
FAWCEIT & Co.
Hongkong, April 1, 1869.

NOTICE.
HE Underigned has established himself
as a GENERAL AUCTIONEER and COM-
MISSION AGENT on the Ground-Floor of the
Hongkong Hotel, under the style of GURDES
& Co.
J. M. GUEDES, Jr.
Hongkong, June 8, 1869.

NOTICE.
MR. JOHN FAIRBAIRN and MR. JOHN
SAMUEL COX, will sign our firm per
procuration from this date.
LANE, CRAWFORD & Co.
Hongkong, April 15, 1869.

HONGKONG HOTEL.
FROM this date the Management of the
Hongkong Hotel is placed in charge
of Mr. GEORGE E. PORTER, to whom all com-
munications should be addressed.
YEE-WE & Co.
Hongkong Hotel,
April 1, 1869.

Docks.

**THE UNION DOCK COMPANY OF
HONGKONG & WHAMPOA, LIMITED.**

THE Company call the attention of Ship
Owners, Consignees and Masters of
Vessels, to their Establishment at Hong-
kong and Whampoa, for the DOCKING
and REPAIRING of Vessels of all classes.
At Hongkong the Company have the
only Dock in the harbor—a Granite
Dock, solidly built, and of dimensions to
admit Ships of 350 feet in length, and
drawing 22 feet of water.
Attached to it there are Shipwrights,
Blacksmiths, Boiler-makers and Machinery
works, and everything necessary for the
Repairs of Sailing Vessels or Steamers.
The Company have also opened a Ship-
yard by the side of the Hongkong Dock,
and are ready to contract for the construction
of Steamers or Sailing Vessels of any size.
At Whampoa the Company will take
Ships at reduced rates.
The Steam Tug "LITTLE ORPHEAN,"
can be engaged to tow Vessels to sea, or
berth them, at reasonable rates.
For particulars, apply to
ROB. S. WALKER,
Secretary.
Company's Office, Queen's Road, Corner
of Ice House Lane.
Hongkong, April 8, 1869.

**THE UNION DOCK COMPANY OF
HONGKONG & WHAMPOA,
(LIMITED.)**

NOTICE.
HE above Company, having recently
erected at their Docking Establish-
ment at Kowloon, FIRST CLASS MA-
CHINERY, are prepared to furnish Tenders
for the Manufacture and Repairing of
Boilers of any size, and for the making or
repairing of Steam Machinery (marine or
stationary) or of Sugar crushing and Refin-
ing Machinery—Shafting, Gearing, and
every description of Factory, or Mill work
undertaken.
A New Jetty is in course of completion,
alongside of which Vessels drawing 18 feet
of water can lay at any state of the tide;
attached to the Jetty are Shears capable of
lifting Fifty Tons.

NOTICE.
HE above Company, having recently
erected at their Docking Establish-
ment at Kowloon, FIRST CLASS MA-
CHINERY, are prepared to furnish Tenders
for the Manufacture and Repairing of
Boilers of any size, and for the making or
repairing of Steam Machinery (marine or
stationary) or of Sugar crushing and Refin-
ing Machinery—Shafting, Gearing, and
every description of Factory, or Mill work
undertaken.
A New Jetty is in course of completion,
alongside of which Vessels drawing 18 feet
of water can lay at any state of the tide;
attached to the Jetty are Shears capable of
lifting Fifty Tons.

NOTICE.
HE above Company, having recently
erected at their Docking Establish-
ment at Kowloon, FIRST CLASS MA-
CHINERY, are prepared to furnish Tenders
for the Manufacture and Repairing of
Boilers of any size, and for the making or
repairing of Steam Machinery (marine or
stationary) or of Sugar crushing and Refin-
ing Machinery—Shafting, Gearing, and
every description of Factory, or Mill work
undertaken.
A New Jetty is in course of completion,
alongside of which Vessels drawing 18 feet
of water can lay at any state of the tide;
attached to the Jetty are Shears capable of
lifting Fifty Tons.

NOTICE.
HE above Company, having recently
erected at their Docking Establish-
ment at Kowloon, FIRST CLASS MA-
CHINERY, are prepared to furnish Tenders
for the Manufacture and Repairing of
Boilers of any size, and for the making or
repairing of Steam Machinery (marine or
stationary) or of Sugar crushing and Refin-
ing Machinery—Shafting, Gearing, and
every description of Factory, or Mill work
undertaken.
A New Jetty is in course of completion,
alongside of which Vessels drawing 18 feet
of water can lay at any state of the tide;
attached to the Jetty are Shears capable of
lifting Fifty Tons.

NOTICE.
HE above Company, having recently
erected at their Docking Establish-
ment at Kowloon, FIRST CLASS MA-
CHINERY, are prepared to furnish Tenders
for the Manufacture and Repairing of
Boilers of any size, and for the making or
repairing of Steam Machinery (marine or
stationary) or of Sugar crushing and Refin-
ing Machinery—Shafting, Gearing, and
every description of Factory, or Mill work
undertaken.
A New Jetty is in course of completion,
alongside of which Vessels drawing 18 feet
of water can lay at any state of the tide;
attached to the Jetty are Shears capable of
lifting Fifty Tons.

NOTICE.
HE above Company, having recently
erected at their Docking Establish-
ment at Kowloon, FIRST CLASS MA-
CHINERY, are prepared to furnish Tenders
for the Manufacture and Repairing of
Boilers of any size, and for the making or
repairing of Steam Machinery (marine or
stationary) or of Sugar crushing and Refin-
ing Machinery—Shafting, Gearing, and
every description of Factory, or Mill work
undertaken.
A New Jetty is in course of completion,
alongside of which Vessels drawing 18 feet
of water can lay at any state of the tide;
attached to the Jetty are Shears capable of
lifting Fifty Tons.

NOTICE.
HE above Company, having recently
erected at their Docking Establish-
ment at Kowloon, FIRST CLASS MA-
CHINERY, are prepared to furnish Tenders
for the Manufacture and Repairing of
Boilers of any size, and for the making or
repairing of Steam Machinery (marine or
stationary) or of Sugar crushing and Refin-
ing Machinery—Shafting, Gearing, and
every description of Factory, or Mill work
undertaken.
A New Jetty is in course of completion,
alongside of which Vessels drawing 18 feet
of water can lay at any state of the tide;
attached to the Jetty are Shears capable of
lifting Fifty Tons.

NOTICE.
HE above Company, having recently
erected at their Docking Establish-
ment at Kowloon, FIRST CLASS MA-
CHINERY, are prepared to furnish Tenders
for the Manufacture and Repairing of
Boilers of any size, and for the making or
repairing of Steam Machinery (marine or
stationary) or of Sugar crushing and Refin-
ing Machinery—Shafting, Gearing, and
every description of Factory, or Mill work
undertaken.
A New Jetty is in course of completion,
alongside of which Vessels drawing 18 feet
of water can lay at any state of the tide;
attached to the Jetty are Shears capable of
lifting Fifty Tons.

NOTICE.
HE above Company, having recently
erected at their Docking Establish-
ment at Kowloon, FIRST CLASS MA-
CHINERY, are prepared to furnish Tenders
for the Manufacture and Repairing of
Boilers of any size, and for the making or
repairing of Steam Machinery (marine or
stationary) or of Sugar crushing and Refin-
ing Machinery—Shafting, Gearing, and
every description of Factory, or Mill work
undertaken.
A New Jetty is in course of completion,
alongside of which Vessels drawing 18 feet
of water can lay at any state of the tide;
attached to the Jetty are Shears capable of
lifting Fifty Tons.

NOTICE.
HE above Company, having recently
erected at their Docking Establish-
ment at Kowloon, FIRST CLASS MA-
CHINERY, are prepared to furnish Tenders
for the Manufacture and Repairing of
Boilers of any size, and for the making or
repairing of Steam Machinery (marine or
stationary) or of Sugar crushing and Refin-
ing Machinery—Shafting, Gearing, and
every description of Factory, or Mill work
undertaken.
A New Jetty is in course of completion,
alongside of which Vessels drawing 18 feet
of water can lay at any state of the tide;
attached to the Jetty are Shears capable of
lifting Fifty Tons.

NOTICE.
HE above Company, having recently
erected at their Docking Establish-
ment at Kowloon, FIRST CLASS MA-
CHINERY, are prepared to furnish Tenders
for the Manufacture and Repairing of
Boilers of any size, and for the making or
repairing of Steam Machinery (marine or
stationary) or of Sugar crushing and Refin-
ing Machinery—Shafting, Gearing, and
every description of Factory, or Mill work
undertaken.
A New Jetty is in course of completion,
alongside of which Vessels drawing 18 feet
of water can lay at any state of the tide;
attached to the Jetty are Shears capable of
lifting Fifty Tons.

NOTICE.
HE above Company, having recently
erected at their Docking Establish-
ment at Kowloon, FIRST CLASS MA-
CHINERY, are prepared to furnish Tenders
for the Manufacture and Repairing of
Boilers of any size, and for the making or
repairing of Steam Machinery (marine or
stationary) or of Sugar crushing and Refin-
ing Machinery—Shafting, Gearing, and
every description of Factory, or Mill work
undertaken.
A New Jetty is in course of completion,
alongside of which Vessels drawing 18 feet
of water can lay at any state of the tide;
attached to the Jetty are Shears capable of
lifting Fifty Tons.

NOTICE.
HE above Company, having recently
erected at their Docking Establish-
ment at Kowloon, FIRST CLASS MA-
CHINERY, are prepared to furnish Tenders
for the Manufacture and Repairing of
Boilers of any size, and for the making or
repairing of Steam Machinery (marine or
stationary) or of Sugar crushing and Refin-
ing Machinery—Shafting, Gearing, and
every description of Factory, or Mill work
undertaken.
A New Jetty is in course of completion,
alongside of which Vessels drawing 18 feet
of water can lay at any state of the tide;
attached to the Jetty are Shears capable of
lifting Fifty Tons.

NOTICE.
HE above Company, having recently
erected at their Docking Establish-
ment at Kowloon, FIRST CLASS MA-
CHINERY, are prepared to furnish Tenders
for the Manufacture and Repairing of
Boilers of any size, and for the making or
repairing of Steam Machinery (marine or
stationary) or of Sugar crushing and Refin-
ing Machinery—Shafting, Gearing, and
every description of Factory, or Mill work
undertaken.
A New Jetty is in course of completion,
alongside of which Vessels drawing 18 feet
of water can lay at any state of the tide;
attached to the Jetty are Shears capable of
lifting Fifty Tons.

NOTICE.
HE above Company, having recently
erected at their Docking Establish-
ment at Kowloon, FIRST CLASS MA-
CHINERY, are prepared to furnish Tenders
for the Manufacture and Repairing of
Boilers of any size, and for the making or
repairing of Steam Machinery (marine or
stationary) or of Sugar crushing and Refin-
ing Machinery—Shafting, Gearing, and
every description of Factory, or Mill work
undertaken.
A New Jetty is in course of completion,
alongside of which Vessels drawing 18 feet
of water can lay at any state of the tide;
attached to the Jetty are Shears capable of
lifting Fifty Tons.

NOTICE.
HE above Company, having recently
erected at their Docking Establish-
ment at Kowloon, FIRST CLASS MA-
CHINERY, are prepared to furnish Tenders
for the Manufacture and Repairing of
Boilers of any size, and for the making or
repairing of Steam Machinery (marine or
stationary) or of Sugar crushing and Refin-
ing Machinery—Shafting, Gearing, and
every description of Factory, or Mill work
undertaken.
A New Jetty is in course of completion,
alongside of which Vessels drawing 18 feet
of water can lay at any state of the tide;
attached to the Jetty are Shears capable of
lifting Fifty Tons.

For Sale.

To arrive per steamer "Ajaia" and For Sale.
BERNARD'S CENTRIFUGAL PUMP.
To pump 300,000 gallons per hour
with 14 inch Suction and Delivery. Price
\$1,250.

FOR SALE.
S. SPEECHLY.
Hongkong, June 8, 1869.

FOR SALE.
BORDEN'S Condensed MILK (Fresh).
Ex "Chusan."
Prime York HAMS, Willshire CHEESE,
Scotch SALMON, Fines HADDOCKS
and LOBSTERS, in 1 lb. Tins. Also a
choice variety of SOUPS in 1 lb. Tins.
Best ALB. in Hongkong.
Apply to
J. F. ROSE,
Wellington Street.
Hongkong, June 25, 1869.

FOR SALE.
BITTER BEER in Hongkong.
GIBB, LIVINGSTON & Co.
Hongkong, May 22, 1869.

FOR SALE TO ARRIVE.
Bales of Fresh Californian OAT
HAY.
RUSSELL & Co.
Hongkong, June 7, 1869.

FOR SALE.
THE following Properties belonging to
the Estate of DEER & Co.
At Kowloon.—The Property at present
occupied by Messrs EVANS & RAYMOND,
consisting of a Dwelling House, with Ser-
vants' Offices and Stables and three Go-
downs, each 150 feet by 60.
The situation of this Property outside
the British concession, its river frontage of
320 feet and extensive floodway accommo-
dation makes it one of the most valuable at
Hankow especially for steam-boat purposes.
At Kowloon.—Four Lots on the British
Concession with a frontage of 232 feet on
the river bank. The buildings consist of
a Dwelling House, with Servants' Office,
and two Godowns 100 feet by 50 and 106
feet by 66 on the front Lot, and a Go-
down 155 feet by 66 feet on the back Lot.
For further particulars, apply at the Of-
fice of the Trustees.
No. 7, Pedder's Hill;
or to
H. P. HANSEN,
Shanghai.
Hongkong, April 10, 1869.

FOR SALE.
A FEW Superior RIFLES, adapted for
prize shooting, both breech and mus-
zle loaders; regulation bore.
LANDSTEIN & Co.
Hongkong, May 3, 1869.

EX FALCON AND ZIBA.
NEW GOODS FOR THE SEASON.
LONG CLOTH SHIRTS with Linen
Fronts, Gauze, Merino and Silk
UNDER-SHIRTS, Linen and Paper COL-
LARS, White, Brown and Stripe Thread
and Cotton SOCKS, NECKTIES and
SCARVES, Cambric HANDKERCHIEFS,
Straw HATS, Ellwood's HELMETS, Sgan-
ster's UMBRELLAS, Masala VESTS,
Trower DUCK and DRILL, ALPACA,
French MERINO and PARAMATTAS.
Ladies' and Children's Trimmed and
Untrimmed HATS, White and Fancy Min-
in and other DRESSES, Printed Cambrics,
Silk, Lisle Thread and Cotton
HOSIERY, Silk GLOVES, Trimmed
BODICES, Cambric EDGINGS, RIB-
BONS, LACES, VELVETS, HABER-
DASHERY, &c.
Window CURTAINS, Mosquito NETS,
SHEETINGS and COUNTERPANES,
Bath and Toilet TOWELS, Antimacassars
and Toilet COVERS, Damask Table
LINEN, Gauze and other FLANNELS,
Longcloth and Irish LINENS, STATIO-
NERY of all kinds, PERFUMERY,
BRUSHES, SOAPS, SPONGES, Chil-
dren's PERAMBULATORS, &c., &c.
S. W. BAKER & Co.
Hongkong, April 10, 1869.

New Advertisements.

PUBLIC AUCTION.
GLASSWARE, HOUSEHOLD
FURNITURE, &c.
LANE, CRAWFORD & Co. will sell
by Public Auction, in their Sales
Room, Queen's Road, on
WEDNESDAY,
the 14th instant, at 2 P.M.,—
An Invoice of superior Cut Glassware,
in complete sets and otherwise, consisting
of Port, Sherry, Claret, Champagne, La-
queur, Finger, Custard and Jelly Glasses;
Butter and Celery Dishes; Fruit
Dishes, Sugar Basins and Cream Jugs,
Salt Cellars, Fines and Quartz Decanters
and Claret Jugs; Water Jugs with 2
goldbeaters, Tumblers, Soda Water Tumblers,
Goblets, handsome Bonquet-holders, Wa-
ter Bottles with and without Tumblers,
Ice Plates, &c., &c.
Several very good Pictures in gilt
frames.
A quantity of Household FURNI-
TURE, comprising: a handsome Brass
Bedstead with Mattress and Mosquito
Curtains, Book Case, Wardrobe, Writing
Desk, Table, Chairs, Couches, Lamps,
Toilet Mirror.
An assortment of Gardening Tools,
a superior Telescope and Compass, Horse
Combs and Brushes.
Also,
A PIANO by Collard and Collard.
Terms of SALE.—Cash before delivery
in Mexican Dollars, weighed at 7.17.
All lots with all faults and errors of de-
scription at purchaser's risk on the fall
of the hammer.
Hongkong, July 8, 1869.

FOR NEW YORK.
The American ship
"SPARROW," Master, will load
here and at Whampoa, for
the above port.
For Freight, apply to
AUGUSTINE HEARD & Co.
Hongkong, July 8, 1869.

FOR SALE.
THE Occidental Hotel having been re-
cently improved and refurbished, is
now in complete order in all its appoint-
ments.
Travelers will find the Accommodations
of this well known Hotel equal to those
of the best Hotels of the Eastern States
and Europe.
Hongkong, April 13, 1869.

NOTICE.
"STAG HOTEL."
THIS Establishment having been entirely
re-furnished and much improved will
be REOPENED for Business this day.
J. BAILEY WATSON, in again taking charge
of the above, begs to return his thanks to his
numerous friends and the public generally
for the liberal support he has received for
the last ten years, and trusts that, by strict
attention to cleanliness and the general
comfort of his patrons, to merit a continu-
ance of their support.
Tiffin, at 1 o'clock P.M.
Dinner, at 7 " "
N.B.—Two of HARRIS's first class Iron
BILLIARD TABLES.
J. B. WATSON.
Hongkong, June 12, 1869.

NOTICE.
"STAG HOTEL."
THIS Establishment having been entirely
re-furnished and much improved will
be REOPENED for Business this day.
J. BAILEY WATSON, in again taking charge
of the above, begs to return his thanks to his
numerous friends and the public generally
for the liberal support he has received for
the last ten years, and trusts that, by strict
attention to cleanliness and the general
comfort of his patrons, to merit a continu-
ance of their support.
Tiffin, at 1 o'clock P.M.
Dinner, at 7 " "
N.B.—Two of HARRIS's first class Iron
BILLIARD TABLES.
J. B. WATSON.
Hongkong, June 12, 1869.

NOTICE.
"STAG HOTEL."
THIS Establishment having been entirely
re-furnished and much improved will
be REOPENED for Business this day.
J. BAILEY WATSON, in again taking charge
of the above, begs to return his thanks to his
numerous friends and the public generally
for the liberal support he has received for
the last ten years, and trusts that, by strict
attention to cleanliness and the general
comfort of his patrons, to merit a continu-
ance of their support.
Tiffin, at 1 o'clock P.M.
Dinner, at 7 " "
N.B.—Two of HARRIS's first class Iron
BILLIARD TABLES.
J. B. WATSON.
Hongkong, June 12, 1869.

NOTICE.
"STAG HOTEL."
THIS Establishment having been entirely
re-furnished and much improved will
be REOPENED for Business this day.
J. BAILEY WATSON, in again taking charge
of the above, begs to return his thanks to his
numerous friends and the public generally
for the liberal support he has received for
the last ten years, and trusts that, by strict
attention to cleanliness and the general
comfort of his patrons, to merit a continu-
ance of their support.
Tiffin, at 1 o'clock P.M.
Dinner, at 7 " "
N.B.—Two of HARRIS's first class Iron
BILLIARD TABLES.
J. B. WATSON.
Hongkong, June 12, 1869.

NOTICE.
"STAG HOTEL."
THIS Establishment having been entirely
re-furnished and much improved will
be REOPENED for Business this day.
J. BAILEY WATSON, in again taking charge
of the above, begs to return his thanks to his
numerous friends and the public generally
for the liberal support he has received for
the last ten years, and trusts that, by strict
attention to cleanliness and the general
comfort of his patrons, to merit a continu-
ance of their support.
Tiffin, at 1 o'clock P.M.
Dinner, at 7 " "
N.B.—Two of HARRIS's first class Iron
BILLIARD TABLES.
J. B. WATSON.
Hongkong, June 12, 1869.

NOTICE.
"STAG HOTEL."
THIS Establishment having been entirely
re-furnished and much improved will
be REOPENED for Business this day.
J. BAILEY WATSON, in again taking charge
of the above, begs to return his thanks to his
numerous friends and the public generally
for the liberal support he has received for
the last ten years, and trusts that, by strict
attention to cleanliness and the general
comfort of his patrons, to merit a continu-
ance of their support.
Tiffin, at 1 o'clock P.M.
Dinner, at 7 " "
N.B.—Two of HARRIS's first class Iron
BILLIARD TABLES.
J. B. WATSON.
Hongkong, June 12, 1869.

NOTICE.
"STAG HOTEL."
THIS Establishment having been entirely
re-furnished and much improved will
be REOPENED for Business this day.
J. BAILEY WATSON, in again taking charge
of the above, begs to return his thanks to his
numerous friends and the public generally
for the liberal support he has received for
the last ten years, and trusts that, by strict
attention to cleanliness and the general
comfort of his patrons, to merit a continu-
ance of their support.
Tiffin, at 1 o'clock P.M.
Dinner, at 7 " "
N.B.—Two of HARRIS's first class Iron
BILLIARD TABLES.
J. B. WATSON.
Hongkong, June 12, 1869.

NOTICE.
"STAG HOTEL."
THIS Establishment having been entirely
re-furnished and much improved will
be REOPENED for Business this day.
J. BAILEY WATSON, in again taking charge
of the above, begs to return his thanks to his
numerous friends and the public generally
for the liberal support he has received for
the last ten years, and trusts that, by strict
attention to cleanliness and the general
comfort of his patrons, to merit a continu-
ance of their support.
Tiffin, at 1 o'clock P.M.
Dinner, at 7 " "
N.B.—Two of HARRIS's first class Iron
BILLIARD TABLES.
J. B. WATSON.
Hongkong, June 12, 1869.

NOTICE.
"STAG HOTEL."
THIS Establishment having been entirely
re-furnished and much improved will
be REOPENED for Business this day.
J. BAILEY WATSON, in again taking charge
of the above, begs to return his thanks to his
numerous friends and the public generally
for the liberal support he has received for
the last ten years, and trusts that, by strict
attention to cleanliness and the general
comfort of his patrons, to merit a continu-
ance of their support.
Tiffin, at 1 o'clock P.M.
Dinner, at 7 " "
N.B.—Two of HARRIS's first class Iron
BILLIARD TABLES.
J. B. WATSON.
Hongkong, June 12, 1869.

New Advertisements.

FOR SWATOW, AMOY & FOCHOW.
The steam ship
"DOUGLAS,"
Captain TORPIN, will have
immediate despatch for the
above ports.
For Freight or Passage, apply to
DOUGLAS LAFFALK & Co.
Hongkong, July 8, 1869.

**HONGKONG GENERAL CHAMBER
OF COMMERCE.**
THE Fortnightly Market Circulars pub-
lished by the CHAMBER, will in future
be deliverable from the Office of the Under-
signed from 10 A.M. of the morning prece-
ding the steamer's departure. The Circulars
are at the disposal of non-Members, on ap-
plication to the Secretary, who will furnish
particulars of cost, &c.
J. W. WOOD,
Secretary.
Club Chambers,
Hongkong, March 2, 1869.

NOTICE.
THE Underigned returns thanks for
past favors, and would remind the
Gentlemen of Hongkong, that the Most
Agreeable Health-inspiring treats obtain-
able, can be had at the HONGKONG
HOTEL, BATH-DRESSING SALOON.
Constant-moving, PLYKAY and Shower of
FRAGRANT ODOUR, which render the Body
Cool and Comfortable.
W. P. MOORE,
Tonsorial Artist.
Hongkong, May 15, 1869.

**HONGKONG, CANTON & MACAO
STEAM-BOAT COMPANY, LIMITED.**
NOTICE.
THE TRANSFER BOOKS of the Com-
pany will be closed from the 25th of
June current to the 11th July next inclu-
sive.
By order of the Board of Directors,
AUGUSTINE HEARD & Co.,
General Agents.
Hongkong, June 18, 1869.

**HONGKONG, CANTON & MACAO
STEAM-BOAT COMPANY, LIMITED.**
NOTICE TO SHARE

ES & QUERIES

ON
INA AND JAPAN,
(For June, 1869)
IS NOW READY.
At the Office,
July 2, 1869.

OF every description ex-
cept at the "China Mail" Office,
racy, neatness, punctuality,
reasonable charges, by
CHARLES A. SAINT.

CORRESPONDENTS
are open to all who wish to
publish on legitimate grounds, but
old ourselves responsible for the
views expressed.
Communications addressed to this paper
must be accompanied by the name of
the contributor, and be of good faith.

CHINA MAIL.

THURSDAY, JULY 8, 1869.

RUSSIA IN ASIA.

Our Northern contemporaries
seem to have been much ex-
cited by the subject of possible Russian
expansion upon China, and a fresh fillip
given to prophetic futurists by
the fact that Mr. Cunningham,
British Consul-General at
Peking, has recently written
in alluding to the progress
of Russia in Central Asia, "the
trouble and expense incurred
by the Government in annexing
the Bokhara, with the ease and
with which it might yet fur-
ther its way into Chinese terri-
tory, but not by any means
true, as he states "in the
opinion of this Empire, they
are occupied with fortifica-
tions, without any advantage
region itself to attract them,
and only for the object of
error to China proper." They
valuable port upon the coast,
as Mr. Knight, "they could
not the costly annexation
territory." We hardly see
this reasoning. They might
have obtained a port with-
out the intervening territory.
In case the port would have
been useless, and the very ease
in which Mr. Knight sets forth
on for their aggression is a
reason why if it could be had
the territory should be
must be recollected that the
was made not by the aid of
army but by a simple stroke
Chinese Government during
1860. With Great Britain
knocking at the gates of
China were but ill-prepared
slightest opposition to dicta-
a powerful neighbour who
had the power and might have
will, to materially harass her
by ease with which the cession
is to us one of the strong-
est Russian aggression in
er may be considered as
Let us examine the geo-
graphy of the country in support
of it. It will be noticed that
in territory, as now laid
ends to the borders of the
Desert which forms a natu-
ral barrier between Chihli and
Heh or Tschili. Far away to
the west, the borders of the
desert are a vast tract which
nated a desert is but little
by nomadic tribes, ever shift-
less, it produces a precarious
rely they support their herds,
sparsely populated portion
of the Chinese Government
away which is scarcely nomi-
nally but the enterprise of
lition can ever hope to turn
into a fruitful waste into a fruit-
ful land. What mineral treasures
can only be guessed at, but
ten times as great as either
China possess the means or
on to develop them. It was
derations which led to the
given by the Peking Govern-
ment alteration of the Russian
line. If her power over a
hundred and more miles in
her northern provinces
an nominal how could she
serve it over tribes better
beyond the tract in ques-
tion reasons which told with
tell equally with the Rus-
sian further attempts at annex-
natural barrier we have
old be useless to her and we
authority for stating that
she be her ultimate desires
of Manchuria proper is not
in theory in connection with
of Russian aggression has
ward in a recent number of
the Review. It puts Russia
in the consideration of
of Manchuria and the Russia
the forward to the somewhat
when the Californians shall

be compelled to emigrate, and when
the purchase of Alaska shall be followed
by the cession, voluntary or enforced,
of the whole of North Eastern Asia. The
Californians, according to the writer (who
quotes the *Friend of India's* precise of his
statements), "are likely to cross over into
Asia and settle there, turning
the Amur valley and the fertile wastes
of Manchuria into a new Far West."
The colonising power of the Russ is no-
thing to that of the Western Men; and
it is not difficult to predict how the
conflict will end. The Californian op-
portunity is, besides, far greater than the
Russian. It will be many years before
Russia has speedy and cheap communi-
cation with the Amur. Her most hope-
ful plan of colonising there is to send
emigrant ships from St. Petersburg by
the Cape of Good Hope or Cape Horn,
arriving at Nicolai after a voyage of
six months or more. San Francisco, on
the contrary, is almost at hand—little
more than a three weeks' voyage being
the actual interval, which will cer-
tainly be diminished with the growth
of the China trade. This is all very
well, but the writer appears to forget
that telegraphic communication
between St. Petersburg and
the Amur is now an accomplished
fact. Nor can we share the *Friend of
India's* idea that "looking to our own
relations with Russia in Asia, it is
rather a fortunate thing for us to have
the prospect of a conflict of interests in
North-Eastern Asia between our rival
and a power with which we may easily
be united in the closest political alliance
as we are already united by the kinship
of race and the strongest commercial
interests." This is no doubt a very
pleasant prospect to look forward to, but
it is somewhat too remote to improve our
present position. And we may fairly
add the prospect is as chimerical as it is
remote.

We have to acknowledge (somewhat late
in the day, however) the receipt of the
"Shanghai Almanac" for 1869, com-
piled by Mr. Tarrant, a well known
resident in China. Its preface contains
some interesting remarks upon the "Chi-
nese Calendar" and the tides upon the
China Coast, together with some other
information, exclusively interesting to
Shanghai residents. The Diary, which
is printed to contain barometrical and
thermometrical observations, winds, etc.,
is not particularly original in form, but
will, we dare say, be found of use to
those of meteorological tastes.

We have also received the *Journal of
the Bengal Photographic Society* for
March 1869. It contains the regulations
under which the annual photographic
exhibition is to be held in December
next. We shall take an early oppor-
tunity of drawing attention to these in
the hope that our local photographers
will endeavour to have China and Hong-
kong suitably represented.

LOCAL.

In the Supreme Court to-day, in the estate
of Douglas Mackenzie, Mr. H. O.
Caldwell, Proctor for the Executors, ap-
plied for Probate of the will to be granted
to Mr. Robert Ellis Baker, the Executor in
Hongkong. The application was granted,
with power to the other Executors to come
in and apply for the like Probate. The
property in Hongkong was sworn to under
\$300,000, and the Stamp duty on the Pro-
bate will amount to \$700.

At the meeting of the Hongkong Associa-
tion this afternoon, the scope and objects
of the association were fixed for discussion
at a meeting to be held within a month,
pending which time the Committee and
Secretary will by request remain in office.
A resolution to protest against the policy
of the British Government in China was
negatively, as being beyond the scope and
objects of the Society. We shall give a
full report to-morrow.

OFFICIALS at the heat has been here for
the last few days, it has been much more
in India, we are informed. A private
letter, received from Calcutta last night,
contains a statement to the effect that
deaths in the railway trains are so frequent
that coffins are kept at the stations for the
reception of bodies. In Calcutta horses
have died in the streets from sun stroke.

If the following story of a "contempt"
case cannot be said to have a local interest,
it will at least show how Crown func-
tionaries may come into collision. It is nar-
rated by a correspondent of the *Madras
Times* as having occurred in the Supreme
Court at Madras when Sir Robert Strange
was Chief Justice. A summons was issued
for the Governor of Madras to appear in
Court to give evidence in a particular suit.
The Governor, declining to take notice of
the summons, the impertinent Judge ostentatiously remarked in open Court, "Who
is the Governor of Madras, but the paid
servant of a body of mercantiles?" whereupon
the Governor, in reply, said, "I am the
representative of the King," and forthwith
ordered the myrmidons of justice
to bring the Governor before him. The
Governor, on hearing this, ordered his
body guard on duty to cut down any bail-
iff found trespassing on Government gar-
den grounds, and further ordered the Sub-
Treasurer not to pass the pay abstract of
the Chief Justice. This at once stayed all
proceedings.

The London Military correspondent of the
Pioneer remarks, "Col. Greville's death
will deprive the military papers of a cor-
respondent who was as ready in his old age
for a fair fight in print as in his youth to
take a share in a general action (he saw
eight) with the brave 62nd."

No news respecting the safety of the B. I.
S. N. Co's steamer *Cheduba*, had reached
Calcutta up to the date of the *Chin Alpha's*
departure. A telegram, dated Chittagong,
24th June, stated that no news of the *Cheduba*
had reached that port. The B. I. S. N. Co's
steamer *Naimen* put into Chit-
tagong through stress of weather, with
fore-yard broken. During her stay at that
port, the crew of a country brig which had
been wrecked on the coast had arrived, and

reported that after being washed on shore
they saw several dead bodies of Europeans
and natives floating about and thrown up
on the beach, and that amongst the Euro-
peans were two female corpses. These
most probably were the bodies of the pas-
sengers of the *Cheduba*, as two ladies were,
we believe, amongst her passengers. No
hope (says the *Friend of India*) is now en-
tertained of the safety of this unfortunate
vessel. The *Moulmein* has gone out to
search the sea-board of the Sunderbund for
traces of the vessel or crew. The Burmah
coasters have already been scouring by the
Alexandra without success.

On the 12th June arrived at Batavia the
French steam-ship *Le Goulet*, Captain
Galliet, which was sent by Admiral Olier,
Governor of French Cochinchina, to con-
vey to the N. L. authorities grateful thanks
for the help afforded the French marine in
the affair of the *Tamara*, already fully
notified in our paper. Captain Galliet, this
evening, was admitted to a private audience
with the Governor-General, on the 13th inst.
By last advice from Batavia, of a certain
was almost ready for sailing again, only
awaiting the arrival of some more sailors,
and provisions from Batavia, in order to
put to sea. From the investigations made
at Padang by the Chancellor of the French
Consulate, it appears that Captain Raunin,
off Siboga, and in the face of the smoke of
the *Borneo*, which was in chase of her, had
been thrown overboard, after having been
knocked on the head no doubt, and thus
been among Chinese coolies—most prob-
ably by the instrumentality of a certain
Chinese man amongst those on board, and
named Assine, who had headed the mis-
treated coolies, during their outrage. It has
been discovered, that this monster, after
the departure of the crew, had cut down,
or stabbed twenty of his countrymen and
companions, and had thrown their bodies
overboard, just as the Captain's was after-
wards served by the wretches—*Strait Times*.

CAPTAIN CUBITT, and part of the crew of
the British ship *Alfred Storer* bound from
Shanghai to Singapore with coals, arrived
there on the afternoon of June 27th in the
Aunt Lizzie, Captain Proctor, and reported
the total loss of his vessel on a reef to the
west of Princes Island, Sunda Straits. The
vessel left Shanghai on the 4th March, and
after a favorable voyage reached Sunda
Straits on the 14th instant, and experienced
light and variable winds during that
day. At about midnight a heavy squall with
thick rain from the westward struck the
ship and drove her on the reef where she
immediately filled. The first boat launched
was the gig, which swamped and was
lost; the next was the life-boat with the
Carpenter and Boatwain on board; but
the sea was so high that she was immedi-
ately driven away to leeward, and nothing
more was seen of her—it being pitch dark
and thick rain. The pinnace was next got
over with great difficulty, and the Captain
with the remaining crew got into her; it
was now found, however, that the Chief
Officer and three of the crew were missing,
but whether they had been washed from
the deck, or had gone with the Carpenter
and Boatwain in the life boat is not known,
it being utterly impossible to distinguish
anything on deck. Every search was made
for the missing men, but without avail,
and the pinnace had reluctantly to start
off, about daybreak of the 15th, when the
ship began to break up. Captain Cubitt
with those on board the pinnace got safely
on board the *Aunt Lizzie* and were brought
by her to Singapore, having experienced
great kindness from her Commander and
Officers. The names of the missing men
who it is feared are now lost are—Samuel
Forrester, Chief Officer; Wm. Dobson,
Carpenter; Arman Olson, Boatwain;
James McQuinn, Wm. Murphy, Charles
Lawson, A. B's.—*Ibid*.

This following paragraph from an Indian
paper will be of interest to Missionaries in
China.—The serious rise in the cost of
living in the Presidency cities is affecting
all the Missionary Societies. A Missionary
cannot live in Calcutta, at the most strait-
ened way, under £400 a year if he is to
pay house rent. On this being reported at
the last annual meeting of the Baptist
Missionary Society, Dr. Landels, who has
a thousand a year from a fashionable Lon-
don congregation, denounced the extrava-
gant of Indian Missionaries, and thought
they should not be allowed to marry. Dr.
Duff has set himself, with an energy and
eloquence which seem to increase with his
years, to raise £30,000 in Scotland to build
"mansions" for all the Free Kirk agents in
India, and he has already raised £20,000,
chiefly in Glasgow. The Free Kirk con-
gregation in Calcutta have recently pur-
chased and improved a mansion for their
pastor minister, the Rev. J. D. Don, at a
cost of Rs. 38,000. Dr. Landels had bet-
ter try the luxury of a Missionary's life in
Calcutta, Bombay, or Madras on £400 a
year. He would be unable to get a house
near the place of his work, he will not get
one elsewhere under £100 a year, he must
keep a conveyance at £500 more, and then
his wife and family, can live luxuri-
ously on the balance, and save for the
expenses of sickness and separation?

From late Bombay papers, we learn that
Messrs G. F. Kellner & Co. of Allahabad,
have secured the contract for supplying the
grand diuner to be given to H. R. H. the
Duke of Edinburgh at the forthcoming
durban at Agra. The diuner is to cost
Rs. 50,000 and the plate to be served is to
be of pure silver.

Mr. Fish, the American Secretary of
State, has reported to Congress that the
total value of all claims preferred for ships
and property destroyed by rebel vessels is
\$13,000,000 dollars, or £2,600,000. The *Al-
batross* destroyed 70 vessels, the *Florida* 36,
the *Shenandoah* 36, and the *Georgia* 9.
Even these charges, it must be remembered,
are many of them "claims," that is, owners
estimates, not at all likely to be less than
the truth. One would like to see the un-
derwritten certificates of insurance. This is
not a very formidable bill; certainly not
one about which it is possible to go to war.

This claim of a New England man to be
the "champion" author by accident is
disputed. Putnam, Ohio, puts forward a
man who has broken both collar bones, his
left hand, both arms, four ribs on one side
and two on the other, and one leg; he has
lost his sight, all by accident, and is still
able to be about.
What weapon does a young lady resem-
ble whose acquaintances pass without notice
her?—A cut-throat.

SUPREME COURT. CRIMINAL SESSIONS.

(Before the Hon. Judge SWALE.)
July 8, 1869.

The June Sessions were continued to-day
according to adjournment, when the follow-
ing Jurors were called—Messrs. Min-
nig, Terry, Maclean, De Jesus, Dal-
meida and Gulatow. Mr. Whyte presented.

ATTEMPT TO MURDER.

The charge against the Chinaman named
Abseel, of having pushed an old Chinaman
overboard into the water at or near Yau-
mat, and then taken possession of the old
man's boat, was disposed of. The same
evidence—of the old man, his son, Jeremiah
Foley (P. O.)—as that given in the Magis-
trate's case was gone over again.

The Jury returned a verdict of guilty; and
his Lordship, concurring in the verdict,
gave the prisoner a sentence of five years'
penal servitude. The Chief Justice com-
mended P. O. Foley on the fact of his hav-
ing done his duty well.

REGINA V. SOUZA.

The Chief Justice delivered his addition
to the previous judgment in the *Queen v.
Souza*; but nothing of great importance was
comprehended in the decision, beyond the
fact that his Lordship decided that there
was still no precedent touching the case.
The Judge merely confirmed his previous
decision, remarking that an application for
leave to appeal had been made.

The Sessions were then adjourned.

IN THE SUPREME COURT.

Court Paper for Friday, 9th July, 1869,
at 11 a.m.

Re SEARUNG, a Bankrupt.—Last exami-
nation.

SUMMARY JURISDICTION COURT.

Before Hon. J. PAURKOFFA.
July 8, 1869.

Wing-kee v. A. S. \$500, for damage to
plaintiff's business by slander.—Mr. Ho, in-
structed by Mr. Sharp, appeared for the
plaintiff, and Mr. Pollard, c. c., instructed by
Mr. Francis, was for the defendant.

This was an examination de bene esse, of
the Captain and Chief Engineer of the str.
Niger. The action is one, the parties in
which are the "rival companies" who
before appeared at the Magistrate's in a case
of assault, and arose out of the keen com-
petition existing and being carried on in
the trade of ship-compradors. The plaintiff
was as follows:—\$500 damages, in that
the defendant did, on the 24 and 3rd days
of July instant, and on other occasions,
falsely and maliciously slander the said
plaintiff in his business of coal merchant
and ship-comprador, and more particularly
accused the said plaintiff of supplying to
the S. S. *Niger* a very inferior coal and of
a much lower price than that contracted to
be supplied; and for which the said plaintiff
received payment.

Mr. Pollard took a preliminary objection
as to the form of the plaint, inasmuch as
the plaintiff was bound to state the exact
words of the alleged slander; and also that
there was a contradiction in terms in the
plaint, the first part stating that the com-
plaint was for damage for slandering the
plaintiff, and the second half alleging a
slander on the chattel. He would plead
justification, but in the one portion of the
plaint, the slander was stated, a special
case had to be made. It was necessary that
the defendant should state before he could
know what the plaintiff meant to go upon,
and what case the defendant had to meet.
His Honor remarked that all that was
necessary in this Court was to state a cause
of action, and bring forward evidence to
support that cause of action. That was
quite enough.

Mr. Pollard said that he could not see
that more advantage could be derived from
this Court than from any other Court.
In the Supreme Court, the most minute
particulars were forcibly demanded, and
the least variance was fatal. The words
ought to be fully set forth; that he said so
and so; that was all he wanted. This was
the first case of slander which had been
brought into this Court.

His Honor replied that this was a very
important case in the present time, to be fol-
lowed; but there would be no hardship in
now hearing the evidence of the captain and
engineer, reserving the consideration of the
points raised by Mr. Pollard on the day of
hearing. He would consider in how far
the particulars of a case should be stated in
the plaint; but it was for the Court to see
that there was a proper cause of action.
His Honor also said that he would look
into the question of jurisdiction.

Thomas Leung, master of the steamer
Niger, was brought up, and he stated that he
had been supplied with fifty tons of coal by
the plaintiff on the 2d, and on the 3d he
was called upon by defendant, who told him
that he had been supplied by plaintiff with
Formosa coal and not English coal. Show-
ing some lumps, the defendant said that he
would give witness \$500 if he failed to find
Formosa coal mixed with the coal supplied.
His impression was that defendant meant
that the coal supplied was Formosa.

Mr. Pollard objected to impositions being
given in a case of slander. Impositions
were never allowed in cases of slander, be-
cause the least variance between the words
laid and those proved was fatal to any
claim for damages from slander.—Objection
noted.

Witness continued. He did not under-
stand how to speak pidgin English, but
he knew well enough what was meant, and
the words Formosa coal were used. The effect
of the words was that "Wing-kee had sup-
plied me with Formosa coal instead of what
was ordered," and he "would give me \$500 if
there were no Formosa coal mixed with it."
There was a difference of \$6 per ton be-
tween the two kinds, so that it affected his
(witness) character, defendant having gone
to the Borneo Co. and said so. Defendant
offered to bet \$500 on the point, but refused
to sign an agreement on even bets.

In cross-examination, witness said that
the defendant did not say anything about
"all" the coals or of "some" of the coals.
He simply said that the witness had got
Formosa coal from Wing Kee. Keeling
coal was the name first given, but after-
wards it was called Formosa. On a survey
held on the coal, an opinion had been given
that the coal was good English and Welsh
(Cardiff) coal.

The Chief Engineer proved the order
disputed. Putnam, Ohio, puts forward a
man who has broken both collar bones, his
left hand, both arms, four ribs on one side
and two on the other, and one leg; he has
lost his sight, all by accident, and is still
able to be about.
What weapon does a young lady resem-
ble whose acquaintances pass without notice
her?—A cut-throat.

CORRESPONDENCE.

THE PORTUGUESE POPULATION.

To the Editor of the "China Mail."

Sir,—As your correspondent, "A Portu-
guese," has published the Statistics com-
piled by Father Domingos, as being the
number of Portuguese resident in this
Colony, I forward you a translation of a
letter received from the Rev. gentleman
which speaks for itself.

In my previous letter of the 1st instant
I stated the number of male individuals to
be 235 as forming the Portuguese com-
munity, and said, I did so on the authority
of "Morris's Directory" of the current year,
published in your office, and if such authori-
ty is not reliable, who is to blame? It
appears, however, that this number is not
much at variance with that given by
Father Domingos, imperfect as his Statis-
tics are admitted to be, by himself.

If a Portuguese wishes the public to
believe him, let him stick to facts, instead
of distorting them as he has habitually done,
to serve his own purpose.

I am, &c.,

"ONE WHO IS NOT UNDER AGE."

[Translation of the Rev. Father Dom-
ingos' letter addressed to A. G. Romano,
Esq., and dated 7th July, 1869.]

I have the honor to reply to your favour
of this date. I have seen with great surprise
the statistics published in the *China Mail*
last evening. I did not intend it should be
published for various reasons, one and the
greater of which is that it is incomplete
and incorrect, not having yet had time to
correct it, and nothing was farther from my
thought than to give permission for its
publication; it was an abuse in making
use of my name on the publication of a
document solely intended for private infor-
mation.

When I stated the number of Portuguese
male individuals to be 621, it included
adults as well as children, the former, from
21 years of age and upward, amounting to
308 (amongst whom a great number of
natives of Manila who are married to Ma-
caeo women, have inadvertently crept in
from the hurried manner the said Statistics
were arrived at, hence the imperfection of
the work) and the latter below that age,
amounting to 313.

I repeat, the statistics are far from being
complete and correct as a work of this sort
ought to be.

I am, &c.,

P. DOMINGOS DAVANZO.

COAL IN INDIA.

We have before us the Report of the
Directors of the Bengal Coal Company for
the half-year ending 30th April 1869.
The results of the half-year's workings should
be most satisfactory to the shareholders, show-
ing, as it does, an increase both in the
raising and sale of coal, and a profit of Rs.
1,76,693, out of which after transferring
the sum of Rs. 20,000 to the Wear and Tear
Fund the Directors recommended a dividend
of Rs. 70 per share, or at the rate of 14 per
cent per annum. The Report moreover
contains two facts which should be equally
interesting to the shareholders, and the
general public. The first is, that the com-
pany, which will commence at Ronghont Chuk,
on the property of the Company, and ter-
minate near Muggah, on the Hooghly,
will afford a safe and constant means of
transport in lieu of the dangerous and pre-
carious route by the Damoodah, and will
naturally lessen the cost of coal in Calcutta.

Also equally important is the fact that
the experiments instituted by the Directors
of the Peninsular and Oriental Company on
the value of the different coals of the
Damoodah field, have shown that that of the
Sankoris can possess so high a steam
power as to render it available for the use
of sea-going steamers. In fact, the report
says, a mixture of half Sankoris and half
West Hartley coal gave a higher result than
West Hartley alone. This ought material-
ly to diminish the heaviest item of expendi-
ture on our steam navigation Companies, and
may ultimately be expected to make
some difference in their fares for passengers.

The Company, we observe, raised \$4,18,256
in loans of coal, and delivered 26,17,933
maunds during the half-year.—*Englishman*,
June 14.

NOTICE TO MARINERS.

The following information received by
me from the Senior Naval Officer at Shang-
hai is published for general information.

OLIVER J. JONES,
Commander.

Hongkong, 8th July, 1869.

Sir,—Mr. Shornitch, master of the British
barque *Maggie Leslie*, who arrived here
on the 27th ultimo from Falmouth, reports
having passed a Shoal in lat. 21.13 N. and
long. 115.48 E. (South end) extending in
the shape of a crescent to the Northward
about 2 miles in length.
I have the honor to be, Sir, your most
obedient servant.

(Signed) H. A. TROTTER,
Commander and Senior
Officer.

Commander Oliver J. Jones, Senior
Officer H. M. ships and vessels, Hong-
kong.

NOTICE TO MARINERS.

NEW LIGHT-HOUSES IN COURSE OF ERECTION
ON THE COASTS OF NEW ZEALAND.

Marine Department,
Wellington, 22nd April, 1869.

Several new light-houses being in course
of erection in New Zealand, the following
preliminary description of them is published
for general information; more exact and
detailed descriptions will be published when
the works are more advanced.

It is anticipated that the lights will be
ready for exhibition early in 1870.

JAMES M. BALFOUR,
Colonial Marine Engineer.

1.—LIGHTHOUSE ON FARWELL SPIT, COOK STRAIT.

The light-house is to be erected in the
immediate vicinity of "Bush End" on
Farwell Spit, at the Western entrance to
Cook Strait.

The light is intended to show, all round,
and in a revolving white light, of the
second order dioptric, attaining its greatest
brilliance once a minute.

Over the Spit and it is intended to make
the light show red instead of white as else-
where, in order to caution mariners of the
approach to that danger.

The light will be elevated about 120 feet

above the sea level, and will be visible in
clear weather about 17 nautical miles, al-
lowing 15 feet for the height of the obser-
ver's eye, and at lesser distances according
to the state of the atmosphere.

The tower is to be an open-framed struc-
ture of timber, and will be 118 feet in
height from the ground to the top of the
lantern.

2.—LIGHTHOUSE ON CAPE CAMPBELL, COOK STRAIT.

The light-house will be erected on a knoll
at the extreme of the high land of
Cape Campbell, on the South side of the
Eastern entrance to Cook Strait.

The light will show all round where not
intercepted by the land, and is to be a
revolving white light of the second order
dioptric, attaining its greatest brilliance
once a minute.

The light will be elevated about 155 feet
above the sea level, and will be visible in
clear weather about 19 nautical miles, al-
lowing 15 feet for the height of the obser-
ver's eye, and at lesser distances according
to the state of the atmosphere.

The tower is to be an open-framed struc-
ture of timber, and will be about 73 feet in
height from the ground to the top of the
lantern.

3.—LIGHTHOUSE ON NUGGET POINT, MOLENEUX BAY.

The light-house is to be erected on a
well-defined knoll, about 240 feet high, at
the outer extremity of Nugget Point, the
southern limit of Moleoneux Bay (in 46° 27'
South latitude, and 169° 11' East longitude,
as measured on the Admiralty charts).

The light will show to seaward over an
arc of about 225°, and will be a Fixed white
light of the first order dioptric.

The light will be elevated about 252 feet
above the sea level, and will be visible in
clear weather about 23 nautical miles, al-
lowing 15 feet for the height of the obser-
ver's eye, and at lesser distances accord-
ing to the state of the atmosphere.

The tower will be of stone, and painted
to suit the background. It will be 31 feet
in height from the ground to the top of the
lantern.

Implications

INSURANCES.

AMICABLE INSURANCE OFFICE.

THE Undersigned having been appointed Agents for the above **INSURANCE OFFICE**, are prepared to accept *Marine Risks*, and issue Policies on any first class Sailing Vessels or Steamers, on the usual terms, payable in case of loss, in *China, Singapore, Calcutta, Bombay, or London.*

ROB. S. WALKER & Co.
Hongkong, June 21, 1864.

NOTICE.

ROYAL INSURANCE COMPANY.

THE following Rates will be charged in future for short period Insurances, viz. —

Not exceeding One Month,	1 per cent.
Above One Month and not exceeding Three Months,	1 per cent.
Above Three Months and not exceeding Six Months,	1 per cent.
Above Six Months,	The full Annual Rate of 1 per cent.

ROB. S. WALKER & Co.
Agents Royal Insurance Company,
Hongkong, April 7, 1863.

NOTICE.

HE Undersigned having received extended limits from THE **ROYAL INSURANCE COMPANY**, are now authorized to issue Policies against *Fire* as follows, viz. — On any one first-class Building, or on Goods stored therein — in Hongkong, \$80,000; in *Macao* \$45,000.

ROB. S. WALKER & Co.
Agents Royal Insur. Company of Liverpool,
Hongkong, June 17, 1864.

REDUCTION
IN THE RATES OF PREMIUM FOR
FIRE INSURANCE.

HE Undersigned have (as already intimated in their Circular dated 14th October last) received authority from the Secretary of the **ROYAL INSURANCE COMPANY** to Reduce the rate of Premium under certain circumstances, on **PRIVATE RESIDENCES**, and on **FURNITURE** and **ERECTS**, therein contained.

In cases of **DWELLING-HOUSES** removed from the Town, the rate of Premium will be *Three-quarters per Cent.* in place of *One per Cent.* per ANNUM as hitherto charged; and in cases of Residences, so situated, being detached or semi-detached, the rate will be further reduced to *One-half per Cent.*

The Royal's Annual Rates for **FIRE INSURANCE** on the various classes of Buildings and their contents will therefore remain as follows, until further notice, viz. —

Detached and semi-detached Dwelling-Houses (removed from the Town) and their Contents, 1 per cent.

Other Dwelling-Houses (similarly situated) and their Contents, 1 per cent.

First Class China Houses and their Contents, 1 1/2 per cent.

Other Risks as per special arrangement.

ROB. S. WALKER & Co.
Agents Royal Insurance Company,
Hongkong, November 9, 1866.

PACIFIC INSURANCE COMPANY OF
SAN FRANCISCO.

HE Undersigned, Agents for the above Company are prepared to grant Policies against **FIRE**, on **BUILDINGS** and **GOODS**, at current rates.

RUSSELL & Co.
Hongkong, February 8, 1867.

BATAVIA SEA & FIRE INSURANCE COMPANY.

THE Undersigned having been appointed Agents in Hongkong for the above named COMPANY are prepared to grant Policies against **SEA RISKS**, at current rates.

RUSSELL & Co.
Hongkong, April 1, 1866.

YANG-TSZE INSURANCE ASSOCIATION
OF SHANGHAI.

POLICIES granted on *Marine Risks* to all parts of the world at current rates. In addition to the usual brokerage, this Association returns to the assured *Fifteen per cent.* of its yearly profits divided pro rata to the net premium contributed.

RUSSELL & Co.
Secretaries.

Hongkong, June 4, 1869. tf.

PACIFIC INSURANCE COMPANY
OF SAN FRANCISCO.

THE Undersigned having been appointed Agents in China for the above **INSURANCE COMPANY** are prepared to grant Policies covering **Marine Risks**, at the current rates.

RUSSELL & Co.
Hongkong, July 6, 1866.

SAMARANG SEA AND
FIRE INSURANCE COMPANY OF
SAMARANG.

HE Undersigned having been appointed Agents in Macao for the above named Company are prepared to grant Policies covering **Marine Risks** at the current Rates.

RAYNAL & Co.
Macao, August 4, 1866.

DE OOSTERLING
SEA AND FIRE INSURANCE COM-
PANY OF BATAVIA.

SAMARANG SEA AND FIRE INSURANCE COMPANY OF SAMARANG.

THE Undersigned having been appointed Agents in Hongkong for the above named Companies are prepared to grant Policies against **Sea Risks** on the usual terms.

SIEMSEN & Co.
Hongkong, August 1, 1866.

Printed and Published by **CHARLES ABRAHAM**
SAINTE, Proprietor, at No. 2, Wyndham

COMPAG
RTIME
PAQUEB

SAIGON,
POINT D
ALEX

BOMBAY,

THE Com
BODGE,
will leave this
with MAILS and
CARGO.
July, at Noon
Cango and
London as w
accepted in t
the principal
Cango will l
P.M. of the 14
5 P.M. of the
sent on board
Agency's Offi
For Partic
Passage, appl
Hongkong.
OF PAQUEB
BER
Hongkong,

PACIFIC

THROUGH U.
S STEAMERS
ed as foll
China,
Great Repub
A Steamer
about same da
with above-na
Passenger li
Mexico, Cent
Atlantic Seate
both via New
name and Aspi
Return ticke
10 % upon the
voyage.
Connections
Steam Lines up
tral and South
the "Royal We
India) and Pac
Company."
Various lines t
for the followi
National, Gene
York and Havre
and Bremen S
German Lloyd
Favorable arr
for through pas
sages, from Sw
and, from Oate
Through Bill
of Mexican Bil
tral and South
raiso, to New Y
and St. Nazaire.
Freight to Un
vance in Mexic
in American G
ditional, at ship
For further i
Agency of the C

Hongkong, P

Post-Office

MAILS by THE
KER "CHINA
MAILS" will c
For YOKOHAMA
THE UNITED
UNITED H
Per the Uni
"CHINA"
Inst., at
The Rates of
forwarded by th
in each case b
lows, viz:—
To Yokohama
For Letters,
For each N
ounces,
For a Packe
ounces.
Book Packe
in length
depth,
To the
For Letters,
For each N
ounces,
For a Packe
ounces per
Correspondence
San Francisco
must be supers
that addressed
must be supers
correspondence
Kingdom not full
Suez.

General Post
Hongkong, July

It is hereby n
thority of a Treas
May last, Super
Schoolmasters in
be entitled to the
to Letters sent b
their own privac
enjoyed by Com
Army; and all A
be entitled (as a
but the First-Cla
privileges, in reg
enjoyed by non-c
dressed Soldiers.

General Post

Intimations

Master or his deputies, it will be obligatory on registered Pilot Boats to convey from place to place within the limits, employees belonging to either Customs or Harbour Master's Departments, with such stores as may be wanted for either Light-houses or Light ships.

2.—Every Licensed Pilot Boat shall pay a fee of Twenty Taels for renewal of License on the first of July each year.

3.—In case of a Pilot going off in an unregistered Boat, he will be authorized to carry the Pilot Boat Flag during the time he is on board ; but no Pilot is authorised

4.—The owner or hirer of any unregistered Boat making use of a Pilot Flag, and not having a Licensed Pilot on board, shall be prosecuted before the authorities to whom he is amenable, or whose Flag he flies.

5.—A registered Pilot Boat is not permitted to fly the Pilot Flag, save when there is either a Licensed Pilot or certificated Apprentice on board.

GENERAL REGULATION IX.
Flags to be exhibited on arrival.

When nearing the anchorage the Pilot shall cause to be exhibited—
 A Red and White Flag (No. 3), if the vessel is from Hongkong, Japan, or any Chinese Port;
 A Blue and White Flag (No. 2), if from any Foreign Port;
 A Yellow and Blue (No. 10) if the vessel

is in ballast. A Red Swallow Tail (No. 5), if the vessel has gunpowder or other combustibles on board.

GENERAL REGULATION X.
*Harbour Pilots; Vessels in Harbour,
 Berthing, &c.*

1.—The duties of the Harbour Pilot, where such exists, will be to take charge of vessels at the outer limit of the anchorage, berth them in accordance with the orders received from the Harbour Master's Department, take charge of vessels shifting berth, going in and out of dock, or to and from a wharf or out of the anchorage, and

2.—In berthing vessels the Harbour Master will, as far as possible, meet the wishes of Commanding Officers and Consignees; and the entrance, mooring, and anchorage

3.—Vessels are to moor in accordance with orders received from the Harbour Master, and they are not to remove from the anchorage without his permission.

2.—The Harbour Pilotage Fees payable to the Harbour Master are as follows:—
Shifting a vessel's berth; taking a vessel to or from a heaving down Hulk; \$10, in all.

EXTRACTS FROM REVIEWS.

"From the 'Straits Times,' July 27, 1868.)
Some time ago we had occasion to remark upon the progress that Literature as represented by the Press had made and was

aking in the East, and our attention has
 been called to the subject by the re-
 ceipt of a Hongkong publication which
 deserves some notice and which we have
 much pleasure in introducing to the know-
 ledge of our readers. We allude to *Notes*
and Queries on China and Japan, published
 monthly by Mr Saint, the proprietor of the

well printed on good paper, and in size and shape is very like its well-known namesake or prototype at home, and is equally a fine containing very curious and useful information regarding the language, literature, history, manners and customs of the Chinese and in a less degree of the Japanese.

says, a good deal for the extent and ability of the footing of Europeans in China, that such a publication as this could be established and conducted with apparently successful vigour. The publication is altogether a very interesting one, and wishing it every success,

We acknowledge with thanks the receipt of the numbers for the current year of "Notes and Queries," a most deserving Anglo-Chinese monthly, edited by Mr N.

Dennys, whose "Treaty Ports of China and Japan" are so well known. From the notes attached to the "Notes" we can see that the contributors include some of the best Chinese scholars in the East. Its interest is not confined to China, and it will be of valuable assistance to all scholars, who have directed their attention towards the

(From the "London Examiner," May 18, 1868.)

This really useful volume ["Treaty Ports in China and Japan"] is intended as a guide for travellers and residents in China and Japan, and as a book of reference for mercantile men generally. It contains an account, historical and political, of all the open ports of these countries, together with Yokohama, Yedo, Hongkong, and Macao. It

been carefully compiled and edited by N. B. Denny; and the elaborate maps and plans, with which the work abounds, considerably enhance its value. * * *

We have thus given in outline some of the more prominent portions of the chapter devoted to Canton, as a specimen of the whole volume. Other chapters treating of

...acao, Formosa, Ningpo, Shanghai, and the remainder of the treaty ports, we can only enumerate. The pages describing the capital, are so interesting, and contain so much that is new to European readers respecting its history, public buildings, and general characteristics, that we

complete and intelligible plan of the Imperial City and neighbourhood, gives us an accurate notion of the relative position of divisions, streets, and places.

h remarks on its government, geography, and limits, which will be found particularly interesting as throwing a considerable light on a part of the world so long entirely, and still comparatively, unknown to Europeans.

10

4-10-2009 10:00 AM

SHIPPING IN HARBOUR

HONGKONG.

Consignees of Vessels will greatly oblige by forwarding corrections of errors in the following list.

Exclusive of Arrivals, Departures and Clearances reported to-day.

On Pedder's Wharf.—W.C., from Pedder's Wharf to Gibb's Wharf.—W., Westward of Gibb's Wharf.—E.C., on Pedder's Wharf to the Military Hospital.—E., Eastward of the Hospital.—K., on Kowloon side.

Vessel's Name and Where Anchored.	Captain.	Flag and Rig.	Tons.	Date of Arrival.	Consignees or Agents.	Destination.	Intended Dispatch.
1858-59.							
STEAMERS							
Azof	W. Johnson	Brit. str.	700	July	6 P. & O. S. N. Co	Swatow &c.	
Bolivar	W. Luckie	Brit. str.	1603	June	30 P. & O. S. N. Co	Bombay, &c.	To-day 9 a.m.
Catalina	W. Escudillo	Span. str.	737	April	8 Landstein & Co		
China	W. Warran	Amer. str.	3853	July	9 P. M. S. Co	Yam & S. F. Co	19th, 5 p.m.
Chen Alpine	W. H. Johnson	Brit. str.	946	July	7 Jardine, Matheson & Co	East Coast	
Douglas	W. Poppin	Brit. str.	815	July	7 Douglas Laiprak & Co	East Coast	
Formosa	W. Anderson	Brit. str.	700	June	23 P. & O. S. N. Co	Amoy	To-day 4 p.m.
Yang Shuey	W. McCullin	Amer. str.	948	July	7 Augustine Heard & Co		
Malacca	W. Davis	Brit. str.	1162	July	4 P. & O. S. N. Co		
Nautilus	W. Hodges	Brit. str.	1800	July	7 P. & O. S. N. Co		
Niger	W. Johnson	Amer. str.	1633	June	21 Russell & Co		
Orissa	W. Anderson	Brit. str.	1128	July	1 Borneo Company		
Rona	W. Johnson	Brit. str.	1128	July	28 P. & O. S. N. Co		
Shafesbury	W. Johnson	Brit. str.	784	July	9 Wm. Pustan & Co		
Swonada	W. Johnson	Brit. str.	624	July	1 Landstein & Co		
Tianan	W. Johnson	Brit. str.	808	July	21 Augustine Heard & Co		
Venezuela	W. Johnson	Brit. str.	808	July	21 Augustine Heard & Co		
Yong-han	W. Johnson	Brit. str.	447	October 18	Landstein & Co		
BARKING VESSELS							
Advance	W. Tams	Brit. bk.	330	June	20 Chinese		
Akbar	W. Crocker	Amer. bk.	906	May	27 Augustine Heard & Co	San Francisco	Immediate
Argonaut	W. Baker	Brit. bk.	630	July	4 P. M. S. Co		
Aurora	W. Johnson	Brit. bk.	300	June	11 John Burd & Co		
Calabria	W. Johnson	Brit. bk.	290	June	27 Chinese		
Candalaria	W. Taylor	Brit. bk.	637	June	11 Sherajee & Co	Batavia, &c.	Early
Canton	W. Lora	Span. bk.	427	June	7 Remondos & Co		
Carl Ludwig	K. Gatt	N. Ger. bk.	234	June	23 Siemens & Co		
Cassanese	K. Gatt	Dan. bk.	383	July	8 Order		
Cassanese	W. Davis	Brit. bk.	811	July	4 Gibb, Livingston & Co		
Chusan	E. Gram	N. Ger. bk.	288	June	23 E. Schellhas & Co		
Claudia	W. Johnson	Brit. bk.	818	June	10 Holliday, Wise & Co	Foochow	
Comet	W. Johnson	Aust. bk.	890	June	10 Melchers & Co	Saigon	
Constance	E. Schellhas	Brit. bk.	507	July	1 Chinese		
Constante	W. Johnson	Dut. bk.	330	May	25 Russell & Co	Sydney	Immediate
Orissa	W. Johnson	Span. bk.	184	January 30	Remondos & Co	Saigon	To-day
Dryden	W. Johnson	Brit. bk.	478	June	18 Chinese		
Dunlop	W. Johnson	N. Ger. bk.	424	June	11 Gillman & Co		
Edouard Marie	W. Johnson	Brit. bk.	771	June	20 Gillman & Co		
Elcano	K. Van der Tas	Dut. bk.	1312	June	13 Wm. Pustan & Co	Manila	To-day
Ellen	E. Brown	Amer. bk.	1312	June	7 Russell & Co	San Francisco	Early
Enrique	W. Johnson	Brit. bk.	691	Dec.	20 Olyphant & Co	Whampoa	
Ernst & Marie	K. Gatt	N. Ger. bk.	490	June	14 Siemens & Co		
Fidelitas	W. Johnson	N. Ger. bk.	805	June	14 Melchers & Co		
Frederic	W. Johnson	N. Ger. bk.	813	July	6 E. Schellhas & Co		
Froya	W. Johnson	N. Ger. bk.	809	January	6 Borneo Company		
Gateshead	W. Johnson	N. Ger. bk.	495	July	6 Siemens & Co		
George Avery	W. Lamb	Brit. bk.	505	June	14 Jardine, Matheson & Co		
George Barker	W. Johnson	Brit. bk.	467	July	5 Order		
Gouverneur Kerguelan	K. Baluck	N. Ger. bk.	266	June	23 Siemens & Co		
Gravins	K. Baluck	Dut. bk.	212	July	6 Order		
Hermuth Doctor	W. Johnson	Span. bk.	244	June	3 Remondos & Co		
Hongkong	K. Grave	N. Ger. bk.	580	June	11 Siemens & Co		
Honolulu	W. Johnson	Span. bk.	936	June	23 Chinese		
Jeanne Altes	K. Hildebrand	N. Ger. bk.	476	June	27 Melchers & Co		
John & Pauline	E. Moutier	Foh. bk.	1100	May	2 Landstein & Co		
Labuan	W. Johnson	N. Ger. bk.	280	May	30 Bull, Purdon & Co		
Landwaten	W. Johnson	Brit. bk.	280	June	28 Chinese		
Laughing Wave	W. Johnson	N. Ger. bk.	280	July	5 Melchers & Co		
Lucy	W. Johnson	Brit. bk.	161	July	2 Siemens & Co		
Magdalena	W. Johnson	Span. bk.	424	June	27 Chinese		
Malabar	K. Poyson	N. Ger. bk.	400	June	12 Siemens & Co		
Margaret Campbell	K. Gatt	N. Ger. bk.	383	July	3 Order	Yokohama	
Marquis of Argyll	W. Johnson	Brit. bk.	122	June	21 Arnold, Karberg & Co		
Mary	K. Gatt	Brit. bk.	118	July	4 Casterova & Co		
Melina	E. Johnson	Brit. bk.	1140	May	23 Russell & Co	San Francisco	Immediate
Navarino	K. Wiese	N. Ger. bk.	648	June	23 Bourjau, Hubener & Co	Yokohama	
Nightingale	E. Johnson	Brit. bk.	407	June	14 Landstein & Co	Manila	
Niva	W. Johnson	Brit. bk.	723	July	6 Augustine Heard & Co		
North Star	W. Johnson	Russ. bk.	93	May	6 Augustine Heard & Co		
Ocean	W. Johnson	Brit. bk.	818	July	6 Order		
Parajero	W. Johnson	Brit. bk.	832	July	4 Thomas Howard		
Prudosa	W. Johnson	Brit. bk.	469	June	11 R. S. Walker & Co	Whampoa	
Princess Sophia	W. Johnson	N. Ger. bk.	744	June	20 Melchers & Co		
Prosperity	W. Johnson	Span. bk.	454	June	30 Chinese		
Red Riding Hood	W. Johnson	Span. bk.	404	June	14 Chinese		
Resolution	W. Johnson	Brit. bk.	720	July	3 Jardine, Matheson & Co		
Robert Fletcher	W. Johnson	Brit. bk.	810	June	20 Chinese		
Sai Lourenco	E. Johnson	Brit. bk.	628	July	2 Messageries Imperiales		
Sarah Marsh	W. Johnson	Span. bk.	293	June	22 Remondos & Co		
Sandwich	W. Johnson	Brit. bk.	624	June	21 Augustine Heard & Co	San Francisco	Early
Sawfell	K. Bertho	Foh. bk.	485	July	30 Chinese		
Sea Flower	W. Johnson	Brit. bk.	825	June	7 Birley & Co		
Seamew	E. Johnson	Brit. bk.	1078	June	20 Borneo Company	Foochow	
Sentinel	W. Johnson	Brit. bk.	498	July	8 Thomas Howard		
Shooting Star	W. Johnson	Span. bk.	382	June	12 Chinese		
Sophie Helene	W. Johnson	N. Ger. bk.	892	June	29 Chinese		
Stephanie	K. Petrich	N. Ger. bk.	330	June	10 Bourjau, Hubener & Co	Yokohama	
Sumatra	K. Schulte	N. Ger. bk.	320	June	11 Melchers & Co	Saigon	
Tay Watt	E. Johnson	Amer. bk.	1000	July	6 Russell & Co		
Thorild	W. Johnson	Span. bk.	684	June	28 Chinese		
Vanguard	W. Johnson	N. Ger. bk.	164	June	28 Arnold, Karberg & Co	Foochow	
Young Greek	E. Hunter	Brit. bk.	650	July	2 Jardine, Matheson & Co		
	W. Beinroth	Brit. bk.	424	July	1 Yuan Fat Hong		

WHAMPOA.

Vessel's Name.	Captain.	Flag & Rig.	Tons.	Date of Arrival.	Consignees or Agents.	Destination.	Intended Dispatch.
Ataklo	Andrew	Brit. bk.	1160	June	23 Borneo Company	London	Immediate
Bellied Will	Locke	Brit. bk.	812	May	30 Douglas Laiprak & Co	Tientsin	Early
Cambodge	Locke	Brit. bk.	1688	June	30 Messageries Imperiales	London	Early
Calluna	Burford	N. Ger. bk.	328	July	7 Wm. Pustan & Co		
Deerhound	Carlin	Brit. bk.	678	June	24 Jardine, Matheson & Co		
Douglas Castle	McRitchie	Brit. bk.	370	June	10 Gillman & Co		
Falke	Gotcho	N. Ger. bk.	219	July	2 Wm. Pustan & Co		
Landrost Braun	Harten	N. Ger. bk.	303	July	7 Bourjau, Hubener & Co		
Lorol	Jengermann	N. Ger. bk.	178	July	7 Bourjau, Hubener & Co		
Maitland	Conlon	Brit. bk.	382	June	30 Siemens & Co		
Norma	Pohl	N. Ger. bk.	382	June	30 Siemens & Co		
Norma	Hager	Hawa. bk.	160	June	23 Melchers & Co		
Peter Rickmers	Mayer	N. Ger. bk.	600	July	3 Melchers & Co		
Princess	Tebermann	N. Ger. bk.	241	June	26 Wm. Pustan & Co		
Sahelner	Sahelner	N. Ger. bk.	273	June	27 Melchers & Co		
Young	Adria	Brit. bk.	880	June	14 Douglas Laiprak & Co	East Coast	

VESSELS ON THE BERTH.

Destination.	Vessel's Name.	Flag & Rig.	Consignees.
CHINA & JAPAN PORTS.			
FOOCHOW	Chusan	Brit. bk.	sh. Holliday, Wise & Co
Do.	Scawell	Brit. bk.	sh. Birley & Co
NINGPO	Norma	N. Ger. bk.	sh. Siemens & Co
TIENTSIN	Dan	sch. John Burd & Co	
Do.	Thetia	N. Ger. bk.	sh. Wm. Pustan & Co
Do.	Nunann	Hawa. bk.	sh. Melchers & Co
Do.	Collins	N. Ger. bk.	sh. Wm. Pustan & Co
Do.	Land. Braun	N. Ger. bk.	sh. Bourjau, Hubener & Co
YOKOHAMA	Magdalena	N. Ger. bk.	sh. Siemens & Co
Do.	Sophie Helene	N. Ger. bk.	sh. Bourjau, Hubener & Co
OTHER PORTS.			
LONDON	Bellied Will	Brit. bk.	sh. Douglas Laiprak & Co
Do.	D. Castle	Brit. bk.	sh. Gillman & Co
Do.	Deerhound	Brit. bk.	sh. Jardine, Matheson & Co
Do.	Maitland	Brit. bk.	sh. Jardine, Matheson & Co
NEW YORK	P. Rickmers	N. Ger. bk.	sh. Melchers & Co
SAN FRANCISCO	Mary	Brit. bk.	sh. Russell & Co
Do.	Akbar	Amer. bk.	sh. A. Heard & Co
Do.	Eleano	Amer. bk.	sh. Russell & Co
Do.	Sarah March	Brit. bk.	sh. A. Heard & Co
SYDNEY	Constance	Dut. bk.	sh. Russell & Co
BATAVIA, &c.	Calabar	Brit. bk.	sh. Sherajee & Co
SAIGON	Cleopatra	Amer. bk.	sh. Melchers & Co
Do.	Stephanie	N. Ger. bk.	sh. Melchers & Co

MEN-OF-WAR IN HONGKONG HARBOUR.

Name.	Flag.	Rig.	Tons.	Commander.
Bustard	British	gun boat	232	60 C. F. W. Johnson
Flamer	British	Naval hospital	230	Attached to Melville
Janus	British	gun boat	230	40 In ordinary.
Mecanee	British	Military hospital	2692	Hospital ship
Melville	British	Naval hospital		R. Pottinger, Dep. Insp. Gt.
Princess Charlotte	British	receiving ship	2448	Oliver J. Jones, Commodore
Weasel	British	gun boat	236	60 W. H. Richards, Lt. Comr.
Unadilla	U. States	gun boat	500	A. R. Yates

CHINESE GUN-VESSELS IN CANTON WATERS.

Name.	Flag.	Rig.	Tons.	Commander.
An-Jen	Chinese	gun vessel	221	Godall (cruising in Gulf of Tonquin)
Ching-tung	Chinese	gun vessel	221	Edwards
Ching-tung	Chinese	gun vessel	221	Bessard
Ching-tung	Chinese	gun vessel	221	Deine
Ching-tung	Chinese	gun vessel	221	Francis
Ching-tung	Chinese	gun vessel	221	Porter
Ching-tung	Chinese	gun vessel	221	Stewart
Ching-tung	Chinese	gun vessel	221	Stewart

HONGKONG, MACAO AND CANTON.

RIVER STEAMERS.

Keel.	Flag.	Tons.	Captain.	Owners or Agents.
Dragon	British	117	Stephenson	P. & O. S. N. Co
Fame, (110 h. power)	Do.	380	H. & W. Dock Company's Tug	
Fire Dart	Do.	456	Cary	H. & W. Dock Company's Tug
Kin Shan	Do.	617	Thsbaud	H. & W. Dock Company's Tug
Kiu Kiang	Do.	68	Benning	H. & W. Dock Company's Tug
Little Orphan	Do.	379	Benning	H. & W. Dock Company's Tug
Poyang	Do.	180	Benning	H. & W. Dock Company's Tug
Prince Albert	Do.	101	Benning	H. & W. Dock Company's Tug
Sir J. Jeejeebhoy	Do.	140	Benning	H. & W. Dock Company's Tug
Spark	Amer.	140	Benning	H. & W. Dock Company's Tug
Spec	Do.	140	Benning	H. & W. Dock Company's Tug
White Cloud	British	280	Carrol	H. & W. Dock Company's Tug

RECEIVING SHIPS & HULKS.

Name.	Flag.	Rig.	Tons.	Captain.	Owners.
Chase	P. M.	ship	283	Mason	Harbour Master (Gunpowder)
Fort William	British	barque	1000	Purchase	P. & O. S. N. Co
John Adam	British	barque	318	Dennis Daly	Water Police
Kim Joo Hong	"	"	288	"	"

Chinese Advertisements.

啟館本
未士先地
英八月十五號
啟者本館承印各埠
白等項利印字另具一
以備諸人看閱如有
每五十字價銀半員
六十字價銀一員
等之如欲再印價銀
日後唐字印者多將
廣又啟

白告梳燕
亞味布布啟
啟者本館承印各埠
白等項利印字另具一
以備諸人看閱如有
每五十字價銀半員
六十字價銀一員
等之如欲再印價銀
日後唐字印者多將
廣又啟

For Sale.

The Hongkong Signals,

Also

the Principal House Flags,

belonging to and frequenting Hongkong.

PRINTED IN COLORED.

Price, 81.

Vol.

AGENTS

LONDON

Lomb

born

4 Old

AUSTRAL

ZEA

bourne

SAN FRAN

general

France

CHINA

Co.

Shanghai

July 8, 1860

July 8, 1860

261, Castille

REMEDIOS

July 8, 1860

July 8, 1860

July 8, 1860